MARINE RECORD

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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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LAKE TRAFFIC.

The traffic between Lake Superior and Lake Erie and the Atlantic seaboard is growing at a stupendous rate. During the year 1896 the traffic through the locks at Sault Ste. Marie, connecting Lake Superior with the lower lakes, reached the amazing total of 18,615 vessels, with a tonnage of 17,249,418, representing 16,239,061 net tons of freight. This is nearly twice the annual tonnage that passes through the Suez canal in a whole year.

The traffic of the Detroit River which connects Lake Huron with Lake Erie, is nearly twice as great as the foreign commerce of the port of New York, and therefore greater than the combined foreign commerce of all the seaports of this country. These figures give an idea of the vastness of the commercial movement on these great lakes and the extent of the interests which are involved in the movement to secure deeper water communication with the Atlantic ocean.

The construction of such a system would permit the passage of ocean steamers, so that a yessel loading grain at Duluth at the western end of Lake Superior could make the voyage to Liverpool or continental ports without shifting cargo or breaking bulk. The saving of freights in the wheat and grain exports would amount to millions every year, and movement of domestic commerce would be greatly lessened in cost.

While the territory surrounding the lakes is a network of railroads, quicker transportation by water and the lower rate of freights, which the railroads cannot compete with, will stimulate commerce, it is expected. in an incalculable measure. The traffic on the Erie and Canadian canals is enormous, because their freight rates are appreciably less than the railroad schedules.

Experience has shown that canal and lake traffic do not harm the railroads when the routes are in competition. The trunk lines and railway systems along the lakes are prosperous, as the water traffic is also, the competition of one seems but to stimulate the other.

It has been stated, however, that "on the day the Erie canal closes the rate on wheat from Buffalo to New York more than doubles and when the Soo canal closes the rate on flour from the west jumps from 40 to 60 cents per barrel and closes down the mills.

"The saving in freight to the West by having water transportation is estimated at more than $200,000,000 per season.

THE WELLAND CANAL.

The damage to the head gates at Lock No. 1 is causing a serious blockade and delay in the Welland Canal. It is thought that boats will not be able to get through the canal for at least three or four days, and it may be longer than that. Besides delaying navigation, the accident has cut off the water supply of nearly all important manufactories of that section.

The Montreal Transportation Company has been granted $35,000 bonus towards building an elevator at Kingston and has bought the Donahue property adjacent to that it now posses, and will put up an elevator of 750,000 bushels capacity.

A BUOY ADRIFT.

Capt. McFarlane of the Wilbur reports seeing a can buoy about a mile from the long spit that runs out from the south side of North Manitou Island. He thinks that it got away from its moorings somewhere in the direction of Green Bay, and after it had fairly set out on its rambles, it took a notion to drop down to the Manitou. The circumstance gives the captain occasion for a sermon on the loading up of certain points on the lakes with lights and other appliances, and neglecting such a place as the shoal att ached to the southeast of the Manitou. The danger is doubled by the deep water to the westward which continues to the shoal itself, and then shallows up so that it is almost impossible to escape grounding.

MARINE INFORMATION.

It is the policy of Secretary James Wilson to extend the operations of the Department of Agriculture along all useful lines authorized by law. Recently, after a consultation with the chief of the Weather Bureau, he decided to make use of some of the great fund of meteorological information contained in the Weather Bureau by having a monthly marine meterological chart issued for the benefit ofthe mariners of the great lakes. He was of the opinion that by a study of the records of past storms much useful information might be collected and published showing a month in advance what mariners might reasonably expect, from the conditions experienced each month during former seasons. Not only will the exact weather conditions be formulated, but it is also understood that the department will publish all that they have gleaned relative to the formation and extent of fog banks, their density, etc., and in doing so give all the meteorological forecasts possible and this too as distinctly at variance or outside of hydrographic work.

BUFFALO COAL RATES.

The dispute over coal-freight rates appears to be settled and the 30 cent rate prevails. Since the difference arose the soft-coal rate has advanced, which makes a wide difference with the situation The time was when the hard coal rate set the rate for Ohio, but the condition of things has now changed, especially since the shipment of soft coal has been cut off so long by the strike.

THE LAKE COMMERCE.

Congress at the next session will be asked to provide for a new branch of the statistical division of the treasury department. At present no record is kept of the internal commerce of the country, the great lakes and the rivers, although the statistics pertaining to exports and imports of domestic and foreign merchandise are collected in complete form and published every month.

Secretary Gage has appointed Prof. George C. Tunnel of the Chicago university, to collect statistics of lake commerce during the last few years and report to him not later than December. The object of Mr. Tunnel's work is to form a basis for a communication to be sent to congress by the secretary emphasizing the need of the proposed new branch of the bureau of statistics.

During the recent controversy regarding section 22 of the Dingley law the need of figures showing the extent of lake commerce was apparent. Chief Ford, of the bureau of statistics , was informed by the Canadian government officials that not less than $8,500,000 worth of foreign goods were shipped into the United States over Canadian railways, a large part of these goods being transferred by way of the lakes.

EARLY TRAVEL.

Lake Michigan seems to have led all the other lakes in the number and seriousness of disasters. Almost from the commencement of travel the record began to be made up. The travel to the west in the early days was principally by boat up the great lakes and the tide of immigration rolling westward caused the transportation facilities of the time to be stretched much beyond the point of safety. Pioneers who came west on the passenger boats of the early fifties and before tell of passengers being packed so closely that it was almost impossible for the crew to do their work. Every boat bound up carried from three to five hundred passengers in the cabins and steerage while many more than this was not at all unusual A Milwaukeean who came up the lakes in 1835 made the trip from Buffalo to Cleveland on a small steamer which carried 1,500 passengers and even to this day he shivers when he thinks of what might have happened had a fire broke out on board. Pioneers tell of going down to the piers at points on the west shore of lake Michigan to see steamers which had brought up 1,300 to 1,500 passengers.

THE OLD U. S. S. YANTIC.

The bureau of construction of the navy department has received telegrams from the Boston navy yard, stating that the Yantic will leave Montreal under her own steam Oct. 15. She will go at a comparatively low rate of speed in order to make her consumption of coal as economical as possible. Upon arrival at Montreal she will be turned over to the Detroit naval militia, who in turn will deliver her to the F. W. Wheeler Ship Building Co., whose experts will remove such portions of her forefoot and upper works as are calculated to interfere with her progress though the canal locks. In the proposition made to the Reserves by Mr. Wheeler he set the period of three weeks as the time necessary to get the Yantic through, and working on this schedule the bureau of construction anticipates that the old ship will be alongside the Detroit docks by Nov. 6 or 7.

There is some difference of opinion in the department as to whether the Yantic should be permitted to go to a Canadian port on the St. Lawrence under her own steam for fear of contravening the provisions of the treaty of 1817, and it is barely possible that it will finally be decided to have her towed by tugs at least from the mouth of the St. Lawrence. The point is generally considered as highly absurd and it is not likely to be insisted upon by those who have raised it.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to the Marine Record.

At the Independent Tug Lines' floating dry dock the Crawford was on for repairs and calking.

Capt. John Prindivill chartered the steamer Horace A. Tuttle for wheat to Fairport at 1 7-8 cents.

The O. S. Richardson Fueling Company will have three cargoes of Pittsburg bituminous coal arrive here during the next few days.

W. H. Cook & Co. chartered the steamers Panther and Fred Pabst for clipped oats to Buffalo at 1 3-8 cents, steamer W. H. Wolf oats to Buffalo at 1 1-2 cents, steamer Westover and barges Bliss and Parana for lumber Manistique to Chicago at $1.12 1-2.

It is the intention of the Shipmasters' Association, Chicago Lodge 3, to hold a grand ball after the close of navigation. Signs of prosperity in the near future is making the members of the Association feel good already.

J. J. Rardon & Co. chartered the steamer City of London for clipped oats to Buffalo at 1 3-8 cents, the steamer Italia and consort Polynesia for corn to Fairport at 1 3-4 cents, the steamer Phenix for wheat to Fairport at 1 7-8 cents.

J. A. Calbick & Co. chartered the schooner Geo. J. Boyce for oats to Sarnia at 1 3-8 cents, the schooner Paisley for corn to Buffalo at 1 3-4 cents, steamer Toltec and barge Miztec for lumber Duluth to Chicago at $2; steamers Normandie, Kalkaska, J. H. Prentice and J. I. Boyce for lumber Marquette to Chicago at $1.62 1-2; barges Halsted and Middlesex for lumber Sault Ste. Marie to Chicago at $1.37 1-2, free on the rail; steamer Francis Hinton for lumber Saint Ignace to Chicago at $1.25 free on the rail.

The H. Channon Company, 22 Market street, have lately taken orders for their Ajax transmission rope to go in the two elevators now being erected at Peoria, Ill.; the new mill of the Texas Star Flour Mill Co., going up at Galveston, Texas; the new elevator for Louisville and Nashville Elevator Co., at Pensacola, Fla.; the new elevator for Kingston Elevator and Transit Co., at Kingston, Ont. The large drive for the L. & N. R. R. Co.'s elevator is probably the largest in the country.

At the Chicago Shipbuilding Company's shipyard the barge J. T. Johnson was in dock for calking bottom, piece of new keel and forefoot; steamer City of London for bottom calking; steamer City of Charlestox to have loose wheel fastened and new bracket; steamer Atlanta to have wheel fastened. At the shipyards here the steamer Oceanica was in dock for a new forefoot and stem, two new planks on bottom, searching bottom and calking butts; schooner A. Mosher for a new plank on bottom and recalking bottom and butts; tug F. O. Earnshaw received new wale strakes.

Capt. J. S. Dunham left here for Davenport on Monday afternoon to attend the meeting of the Western Waterways Association, which holds its annual meeting in that city Tuesday and Wednesday. Capt. Dunham attends the meeting as a representative of the Chicago River Improvement Association to endeavor to convince the Western delegates that the improving of the Chicago River is of as much interest to the West and Southwest as it is to Chicago. He expects to be able to gain the support of the convention in the matter of further improvements for the Chicago River.

The steamer Atlanta of the Goodrich Transportation Co., Capt. Wm. Nicholson, which left here last Thursday night at 8 o'clock for Grand Haven and Muskegon, became disabled about three hours after leaving port, in consequence of her crank shaft breaking. The engineers at once set to work and disconnected the high pressure engine and conneected the low pressure with the shaft and were nearly ready to go on alone when the company's steamer Iowa came along and took her in tow for Chicago, arriving here about 7 o'clock Friday morning. Chas. F. Elmes, marine engine builder, supplied her with a new crank shaft. The Atlanta went to South Chicago to the Chicago Building Co.'s dry dock Sunday afternoon and had her wheel refastened, and returned Monday night. She left here for Grand Haven and Muskegon at her usual time Tuesday night.

Captains of incoming vessels report having passed through vast clouds of smoke from forest fires at the foot of Lake Michigan and at the head of Lake Huron. Dispatches today say that smoke is increasing on the surface of the lakes around the lower peninsula of Michigan. This indicates that forest fires are again raging through the pine regions of Michigan, and from the thickness of the smoke on the water, captains are of the opinion that a large amount of damage is being done. The smoke is so dense that navigation is becoming dangerous, vessels being compelled to pick their way through the channels in the straits with all lighthouses, lightships and buoys hidden from view by the clouds of smoke.

BUFFALO.

Special Correspondence to the Marine Record.

Capt. A. A. Parker was down from Detroit this week looking after his steamer.

The schooner Lamb has changed hands again, having been bought by Contractor Donnelly for carrying stone to Dunkirk.

The new tug Queen, built at the Union Dry Dock Company for Capt. Souter, came out this week and the owner took her down the river during the afternoon with a small party of which Mayor Jewett, an Alderman or two and Harbormaster Soper formed a part. The tug is of steel, good canal size, and makes a fine appearance.

The steamer J. H. Hill, which was ashore in the St. Lawrence lately, came here this week and went into the Mills dry docks for repairs.

It now looks as though the steamer J. J. Hill, owned by Morley, of Marine City, recently ashore in the St. Lawrence, would prove a constructive total loss. It will cost at least $20,000 to make repairs, and this, with the cost of release and new work for old, is expected to foot up more than actual present value. A careful survey shows her damage much greater than was anticipated and the work required on her almost amounts to a rebuild.

The steamer Shenandoah towed in on Monday night the steamer Erin, which was picked up with a broken rudder a few miles beyond Long point. In getting a line to the Erin that vessel collided with the tow and was damaged considerably forward. The Erin will have to be unloaded, and as her cargo was loaded at Ft. William it will have to be bonded. The schooner Danforth, consort of The Erin, proceeded to Port Colborne.

Capt. Buie of the Yuma had a streak of very hard luck on his way up to the Minnesota dock. He was barely afloat a good deal of the time up the creek, and stuck fast in the bridge awhile. There was rather more than the usual crowd at the bridge, and everybody who was held up by the boat was, as usual, sure that it was her fault, and all did what they could to make it pleasant for the captain.

After a survey it is found that repairs to be made to the steamer J. J. Hill, lately ashore in the St. Lawrence, will cost $25,000, or half what the steamer is worth. This large amount is a surprise to all interested, as it was thought that about half of this sum would have put her in good shape and in the same condition as she was previous to her stranding. The estimate, however, is only approximate, and it may be that the figures can be shaved down somewhat.

The shoal in the middle of the creek between the Niagara elevators and the Minnesota ore dock, has caught a good many vessels this season, and it is there yet, in spite of the efforts of certain dock authorities. The last boat to stop on it was the steamer Yuma, which spent most of Saturday night there. The dredgers have promised to go at work on the shoal at once, so there is a fair prospect of getting rid of it this week. The Minnesota ore dock people say that it has cost them $500 this summer in delay to their cargoes.

It appears to have been supposed that when the Western Elevating Association announced that it would discontinue business at the close of the season, it had reference to the lake season, but such appears not to have been the case. The association year ends on the 1st of April. The marine public was reminded of the fact by the reissue of the old rate card that comes out about twice a year. There is no change in the wording of the card. Winter storage begins on the 10th of November. The charge is one fourth of a cent a bushel for ten days, the entire amount for the winter to the opening of the canal not to exceed two cents a bushel.

The month's shipment of coal again fall considerably short of the corresponding month in two years past, as the following table shows:

	1897.	1896.	1895.
April	29,400	25,820	27,640
May	169,450	269,524	232,148
June	231,393	348,949	265,381
July	239,345	249,615	299,660
August	281,983	346,286	307,197
September	258,730	334,997	332,155
Totals	1,210,501	1,575,181	1,464,181

The coroner's inquest over the death of the engineer of the steam yacht Glance, which was sunk by the steamer Gazelle, was adjourned without a verdict. Unless it be shown that the Gazelle was not at fault the local steamboat inspectors will take up the case. Major Simons and others on the Glance swore that they considered the Gazelle entirely at fault, while others, especially Captain McCrea and the wheelman of the Gazelle, declared that the yacht was thrown against th steamer by the swell from the tug Bapst. They did not know that the yacht was swamped at the time, which accounts for the failure of the Gazelle to stop. The hearing will be continued Saturday.

The Shenandoah brought in Tuesday night the Canadian steamer Erin, which was picked up with a broken rudder a few miles beyond Long Point. In getting a line to the Erin the Shenandoah received some damage. The Erin will have to be unloaded, and as her cargo was loaded at Fort William it will have to be bonded. The schooner Danforth, consort of the Erin, proceeded to Port Colborne.

Much of the machinery manufactured by the Buffalo Forge Co. is used by the government in its federal buildings, such as postoffices and other public structures of the larger and better class. Among such work now being constructed by the above company is the apparatus of the postoffice at Washington, D. C., consisting of three large special steel plate fans in the 3-4 housing type, capable of delivering 300,000 cubic feet of air per minute, each fan having a suitable direct attached horizontal engine of the center crank type with cast iron sub-base. The court house and postoffice at Omaha, Neb., is being similarly equipped. The U. S. revenue cutters and torpedo boats also afford opportunity for the use of specially designed fans and engines, and the Buffalo Forge Co. have had a wide experience in meeting the requirements incident to such service. A number of orders are now in process, the most recent being for Torpedo Boat No. 17. The electric light plants on both shipboard and land are also a field for the Buffalo automatic engines, which are made in several forms of double and single types. A recent introduction is the open marine frame for direct connected work, which is meeting with great favor. For larger plants the company manufacture their center crank self-oiling enclosed horizontal engine. They will be glad to send complete catalogue describing their system and engines to any one interested .

CLEVELAND.

Special Correspondence to the Marine Record.

Frank Bassett has been appointed chief engineer of the steamer Louisiana.

The Wm. Chisholm is docked at the Cleveland dry dock for repairs to stern bearings.

The Great Lakes Line has chartered the Bradley Line steamer Pasadena for the remainder of the season.

A new company will be organized to operate the steamer State of Ohio, State of New York and City of the Straits on the Cleveland, Toledo and Put-in-Bay route.

The tug Joe Harris, which broke down off Lorain Monday night, was brought in by the Alva B. Wednesday afternoon. It will take several days to repair her.

Capt. George P. McKay received a dispatch from Amherstburg Tuesday stating that the dredges stopped work at Ballard's Reef. No more government funds being available.

The Yuma came out of the Ship Owners' dry dock on Wednesday after receiving an extensive overhauling and repairs. The R. E. Schuck is now in for calking and other work.

The deal for the organization of a new company to operate the Cleveland, Put-in-Bay and Toledo route is off for an indefinite period, and consequently the Detroit Dry Dock Co. has not yet secured the contract to build the new steamer for the Cleveland and Buffalo Line, which depends on the deal.

In accordance with the request of the Canadian government the Michigan Salvage & Wrecking Co. recently towed to a long distance several projecting pieces of the Adams wreck off Colchester, and in other ways scattered the wreck, and it is now claimed that nothing to impede navigation can be found in the vicinity of the wreck.

At a conference of Mr. Rockefeler's representatives held in New York last week a plan was outlined and agreed upon whereby the fleet of the Bessemer Steamship Co. will be added to gradually until it is large enough to carry all the ore produced by the Rockefeller mines from the head of Lake Superior to the Lake Erie receiving ports. That orders for a few large vessels will soon be placed by the Bessemer Steamship Co. is quite certain. Plans for the new boats that will come out next season and which will be larger than the largest boats of the present fleet are already in the hands of the shipbuilders, and contracts will no doubt be closed during the next few weeks.

The announcement that Andrew Carnegie has secured control of the Norrie group of mines located on the Gogebic range and known as the Big Norrie, North Norrie, East Norrie and Pabst mines, is confirmed. The big Norrie mine has an output of 1,000,000 tons of ore and is the largest of the four. The other three also have large output. The monetary consideration has not been made public. Henry W. Oliver of Pittsburg represented the Carnegie interests in the negotiations. In securing the Norrie property Mr. Carnegie, it is claimed, is assured of controlling the output of the largest iron mines in the world, producing the very highest grade ore at the lowest figures.

Now that Mr. Carnegie has secured large iron ore mines it is expected that he will let contracts for several new boats. There has been some figuring done, but it is stated that the shipbuilding part of the program will stand over until next season and that no new boats will be built for Mr. Carnegie this winter. As an indication of even what one large vessel can carry during a season it may be mentioned that last year the steamer Coralia brought down twenty-nine cargoes of ore, the aggregate amount being 128,869 tons. This is probably a fair average, although some of the Hanna boats have carried thirty-seven ore cargoes in a single season. On present draft of water the barge Amazon would move 180,000 tons of ore in one season, figuring thirty trips and 6,000 ton cargoes. In thirty trips the steamer Empire City could move 188,880 tons of ore.

Customs house statistics showing the receipts of iron ore at Cleveland and Ashtabula indicates that the ore movement in September was the greatest in the history of the lakes, exceeding the shipments of all previous months, including August. The receipts at Cleveland in September were 419,005 tons, as compared with 238,323 tons for September of last year. The exhibit made by Cleveland is almost as great as that made by Ashtabula, which received 558,027 tons against 226,342 tons for the corresponding period of 1896. Taking into consideration the fact that the ports at the head of Lake Superior forwarded during the season up to October 1, 1,000,000 tons of ore more than for the same months last year it is plain that September was a record-breaker. In these figures are found evidence to confirm the statement that the ore movement in 1897 would be greater than ever before.

The fiftieth anniversary of their marriage was appropriately celebrated yesterday and last evening by Mr. and

Mrs. George Presley, of No. 105 Clinton street. During the afternoon and evening they received hundreds of their friends and acknowledged many warm congratulations. Mr. Presley was for many years one of the prominent business men of the city, being engaged in shipbuilding from 1843 to 1889. He was born in Jefferson county, New York, in 1820, and came to Cleveland when he was twenty-three years of age and established a small shipbuilding and repair works, which grew rapidly under his management and care until it assumed large proportions. After forty-six years of active business, he retired and since then has been living quietly at his home on Clinton street. Mr. and Mrs. Presley have been blessed with five children, four of whom are still living, one daughter and three sons. They are: Mrs. B. Eldridge of Belvidere, Ill.; George Presley, Jr., a prominent iron dealer of this city; Charles Presley, who is engaged in the insurance business of this city, and L. B. Presley, who is in the employ of the Cleveland city government.

DETROIT.

Special Correspondence to the Marine Record.

Capt. J. W. Westcott would like the appointment of appraiser of customs at this port and it is quite probable that he will find himself the successful candidate.

It is claimed that the deal for the new boat for the C. & B. Line to run in conjunction with the City of Buffalo, is off for the present, so that the State of Ohio will not run between Toledo and Cleveland.

Wednesday the steamer Sheldon went ashore on Fighting Island, and was lightered by the schooner Southwest. The accident was caused by the captain mistaking the range lights, as the government steamer Haze was between them.

The coroner's inquest held on Tuesday over the death of the engineer of the steamyacht Glance, which was sunk by the steamer Gazelle, was adjourned without a verdict. Unless it will be shown that the Gazelle was not at fault the local steamboat inspectors will take up the case.

The Detroit Lubricator Co. have issued a new catalogue of their lubricators, oil injectors, low water indicators, globe valves, steam and hot water radiator valves, etc. The catalogue is well printed and illustrated, and describes their goods in a very clear manner. Price lists are also given. A copy of this catalogue will be sent on application to any address.

When navigation has ended the Red Star Line steamer Greyhound will be put into drydock for extensive alterations and repairs. The Greyhound's hull was once named Northwest, owned by the Detroit & Cleveland Line, and running for many years with the R. N. Rice between Detroit and Cleveland. She was cut down in 1886, and rebuilt from the water line up.

The People's Line will open their fall season between here and Alpena and way ports with their recent purchase, the former Grummond Line boat, the State of Michigan, Saturday night. The steamer will leave Ashley & Dustin's dock, foot of First street, at 8 o'clock on her first trip. There is no doubt but that a fairly good trade can be worked up again on this route.

Alex G. Burns, for the last six years connected with the Detroit weather office, will leave for the Soo in a few days to take charge of that station. The observer in charge there, W. H. Eallon, will take Mr. Burns' place at Detroit. Mr. Burns has been in the employ of the weather bureau eleven years. He is thoroughly familiar with the work of the department in its connection with the lake marine; hence his transfer, as the Soo will cut quite a figure in the storm and fog chart which is to be issued monthly by the department.

Alex G. Burns, for the last six years connected with the Detroit weather bureau office, has left for the Soo to take charge of that station. The observer in charge there, W. H. Fallon, will take Mr. Burns' place at Detroit. Mr. Burns has been in the employ of the weather bureau eleven years. He is thoroughly familiar with the work of the department in its connection with the lake marine, hence his transfer, as the Soo will cut quite a figure in the storm and fog chart which will be issued monthly by the department.

The Penberthy Injector Co. reported that the last four months' business in the sale of injectors and their line of steam specialties has not been equaled in their eleven years' experience in business. They have considered that if they could equal their business of 1895, which was their banner year, they would be well satisfied, but the increase in their output for the last four months has been so far in excess of any corresponding months in other years that it has put their sales to September 1, way below their sales to that date in any previous year. They are making all arrangements for a largely increased business for 1898, and contemplate adding many new lathes to their already well equipped plant.

"Coming up the river on the D. & C. steamer this morning," said Inspector Conger of the weather bureau, "I saw one of the most beautiful sights it has ever been my pleasure to behold. There was a fog on the river so dense that you could scarcely discern objects on deck. When the boat was just below Grassey Island the fog suddenly lifted, and disclosed at least fifty steamers and sailng crafts at anchor waiting for the fog to rise. The river appeared to be a big harbor filled with vessels. In less than five minutes the fog settled again, and during the remainder of our trip to Detroit as we steamed up to our dock the river was as black as before." Mr. Conger had made a trip to Cleveland to consult vessel owners and marine men relative to the work of the service and he expressed himself as being fully satisfied with the results of his journey. It is understood that more vigorous work on marine lines will be prosecuted by the weather bureau in the near future.

Mr. A. A. Schantz, general passenger agent of the D. & C. Line, has sent out another of those peculiarly striking cards that have proved him an adept at inventing new designs. The card announces "another taken off." The first was the steamer City of Alpena, running between Toledo and Mackinac, and now the taking off of the steamer City of the Straits is given out. The card shows the steamer City of New York out on the lake on her regular trip between Toledo and Cleveland, while the City of the Straits is in the talons of an immense eagle, lifted high in the air, with the water dropping from her hull. The card reads: "After this date, (September 30), steamer will leave Toledo for Cleveland Mondays, Wednesdays and Fridays, 10:30 p. m., and Cleveland for Toledo Tuesdays, Thursdays and Saturdays, 10 p. m. Steamers will continue to run every day between Detroit and Cleveland and twice a week between Toledo, Detroit, Alpena and Mackinac, until close of navigation.

FLOTSAM, JETSAM AND LAGAN.

Duluth shipped 2,435,000 bushels of wheat last week.

The computations of the Cleveland Chamber of Commerce show that ore shipments for August were 259,955 tons against 112,065 for September of last year.

Archie McConnell, a wheelsman on the steamer City of Naples, fell from a staging while painting the boat at Ashtabula this week and was drowned. His home was in Buffalo. The body was recovered.

It is said that nearly all the ore contracts are now filled and the shippers can see no advantage in piling up stock at the lower lake port docks to wait for customers. The Duluth & Iron Range has laid off several ore train crews and has increased the wages of those remaining 10 per cent a day.

The schooner Myrtle Camp of Sheboygan, Wis., has reached New York and Capt. Stevens reports that all are well on board. The boat will remain at New York about three weeks, during which time the craft will be gotten in readiness for her long voyage around the Horn. A cargo of merchandise will be taken on at New York, to be used in bartering with the natives of the Pacific islands. The trading wll commence as soon as the Pacific ocean is reached.

The Duluth and Superior terminal elevators operating under the Minnesota inspection laws have posted their notice of elevating and storage charges for the coming year, pursuant to the orders of the state commission. The inspection law compels the annual posting of the notice, but this year the action is complied with in a manner that relieves it of the monotony of routine. The charges for receiving wheat, or for "elevating," including fifteen days' storage, has been restored from 1-2 cent to 3-4 cent a bushel.

ASHTABULA ORE RECEIPTS.

September, 1897, was a good month for ore receipts at Ashtabula, but it fell 72,962 tons behind the banner month, August. This may in part be accounted for by the fact that as the coal began to arrive for shipment, many of the boats took return cargoes and were considerable longer in making trips. The ore received was:

September, 1897	558,027
September, 1896	226,342

This shows that the receipts the past month were almost three times that of the same month a year ago, and were by far the largest in the month of September in the history of this port.

The total receipts up to October first this year are as follows:

May	247,019
June	534,407
July	507,728
August	626,027
September	558,027
Total	2,473,208

In September, 1897, the following number of boats arrived and cleared:

	Arrivals.	Clearances.
Foreign	5	6
Official	223	225
Unofficial	50	43
Total	278	274

Coal shipped in September:

	Tons.
Foreign	7,002
Unofficial	25,151
Official	24,862
Total	57,015

There was also 1,057 tons of merchandise shipped and 8,380 tons of pier stone received. The Ashtabula Daily Beacon keeps close tab on the commerce of the port and its figures are as good as official .

VESSEL TRANSFERS.

The following vessel transfers have been recorded at the Milwaukee customs house:

E. E. Ayer of Chicago to Samuel Neff of Milwaukee, barge A. R. Kelogg, 588 tons, $1,250.

H. Johnson of Sturgeon Bay to Frank Krones of Milwaukee, the schooner William Aldrich, 182 tons, $400.

E. N. Hatch of St. Joseph, Mich., to Gustav Huette and P. Reiss of Sheboygan, the propeller William Rudolph,, 209 tons, $420.

E. Christensen of Manitowoc to Fordel Hodgeson of Ephriam, Door county, the schooner Active, 48 tons, $300.

Dan Orth of Milwaukee to J. M. Orth of Milwaukee, three-fourths of the schooner Charles Luling, 185 tons, $1.

Henry Harkins and J. Canfield of Cedar River to Charles W. Strechenbach and Louis C. Schilling, the schooner Norma, 18 tons, $250.

A. Babbet of Chilton, Calumet county, to M. Peterson, also of Chilton, the steamer M. D. Moore, 52 tons, $1.

Paul Krueger of Milwaukee to B. D. Wilie, the sloop Jaenette, 11 tons, $1.

L. Wild, administrator of the estate of R. W. Worthersall, and A. Salverson to B. and H. Jacobson of Green Bay, the schooner Glen Cuyler, 46 tons, $580.

J. A. Hayes of South Chicago to F. Morris of Sturgeon Bay, the schooner A. R. Upright, 23 tons, $10.

NOTICE TO MARINERS.

Treasury Department,
Office of the Light-House Board,
Washington, D. C., October 4, 1897.

WHALEBACK SHOAL (E. END) GAS BUOY.

Notice is hereby given that, on September 26, 1897, a gas buoy, painted red and showing a flashing white light every ten seconds, was established in 18 feet of water, on the southeasterly extremity of the shoal, northerly part of Green Bay. The buoy replaces the former Whaleback Shoal (E. end) Buoy, a red spar, without change in location.

By order of the Light-House Board

W. S. SCHLEY,
Captain, U. S. Navy, Chairman.

IRON ORE INTERESTS.

A dispatch from Duluth contains information which, if true, is of vast importance to the ore and iron and steel industries of the United States.

It is stated that Andrew Carnegie contemplates manufacturing iron and steel at the head of Lake Superior, in the heart of the immense iron ore producing properties which he has acquired within the last year. The telegram says:

"A report is current here, which originated from an apparently reliable source, to the effect that John D. Rockefeller and Andrew Carnegie have formed a combination, and will soon begin the manufacture of iron and steel at the head of the lakes.

"It is known that Mr. Rockefeller has secured control of the West Superior Iron and Steel Company's plant, and there is good authority for the statement that Andrew Carnegie has secured control of the Ironton Structural Steel Company's plant and blast furnaces. W. W. Rend, of Pennsylvania, is also known to be interested in the Ironton plant, and is believed to be a party to the Rockefeller-Carnegie combination.

"In this connection it is also said that the St. Louis River Water Power Company, of which Jay Cooke, of Philadelphia, is in control, has sold an option to an Eastern syndicate supposed to be close to Rockefeller and Carnegie, and that this power will be used in manufacturing electricity with which to operate the steel plants.

"A few weeks ago a number of Eastern capitalists and officers of the Carnegie interests visited Duluth and Superior, and looked over the steel plants and blast furnaces. Recently F. W. Gates, Mr. Rockefeller's confidential man, employed a number of experts to investigate the steel plants, and they were busy with the work up to a few days ago.

"The last Minnesota Legislature passed a law providing for a rebate of all State royalties on iron mined and manufactured in the State, thus making it more profitable to ship coke here from the East than to ship the ore there before being manufactured."

The manufacturers of iron and steel at the head of the lakes has never been carried on with any great degree of success pecuniarly. Unfortunately the ore mining region is lacking in coal deposits. With fuel close at hand the ore producing region would be the most advantageous location for iron plants in the United States, excepting the Alabama region. It has been said that iron and steel mills at the head of the lakes might command the markets of the contiguous northwestern territory.

REPAIRING THE OLD WELLAND CANAL.

The canal authorities expect to have the break in the old Welland Canal repaired again and locking begun on Thursday. It is not of so much importance as formerly as the new and enlarged canal takes all of the general tonnage, however, the old canal has not yet been entirely disused and in the event of a serious blockade it is available for the smaller class of tonnage.

THE CANADIAN MASTERS.

In looking over the history of some Canadian masters, John A. Copland gives us in the Toronto Globe some reminiscences of the men still at the helm. He says:

Search the lakes from end to end, and not a more popular skipper can be found than is John McGiffin, of the Niagara Navigation Co.'s fleet and commander of the fine steamer Chippewa, the largest vessel afloat on Lake Ontario. To the traveling public his pleasant features are well known. On the front of his cap can be deciphered those initials which have become so familiar to passengers of late—N. N. Co. John McGiffin was born in Oakville, Ontario, in the year 1843, and there was educated. Early in life he became a son of the lakes, his first venture as a sailor being when he was twelve years of age. His father was then captain of a lake vessel, and it was with him that the present commodore began his sailing apprenticeship. That he made good use of his time is evidenced by the fact that at the age of eighteen he became a sailing-master.

During the years of 1862, 1863 and 1864 Capt. McGiffin had command of the schooner Eliza Wilson and in the year 1865 he was master in the steamer Dominion. In the year 1866, at the time of the Fenian raid from the United States into Canada, he was offered a good thing to go as second mate into the schooner Cecelia. That same season he was in a number of vessels, including the Alice Grover, the Minnie Williams the Plover, the Morey, the brig Aux and the Kenosha.

Meantime the schooner White Oak had been building, and when she was launched on July 1, Dominion Day, 1867, Mr. McGiffin took the post of chief mate on board her. That day is memorable to him also because it was the first Dominion Day, and he felt that the occasion was very auspicious for the launching of that staunch little schooner, still on the lakes, and a vessel which to-day, under command of Capt. Wilson, can show her stern to any sailing vessel on the great lakes. Whilst first mate on the White Oak, Capt. McGiffin helped to fit her out, and sailed in her until the close of the season of 1867. In the season of 1868 he shipped as chief mate in the big schooner Annie Mulvey, one of those vessels that were burnt to the water's edge in the great Esplanade fire at Toronto in the year 1884. She is now a boathouse at the foot of Spadina avenue. Going out of the Mulvey Mr. McGiffin shipped the following season, 1869, as mate in the schooner Sweep Stakes; then in 1870 he held a similar position in the schooner Pandora, and remained in her until the close of navigation that year.

Changing from sail to steam, Capt. McGiffin took charge as master of the harbor tug Lady Franklin in 1871, and towed in and out of Toronto. Then he secured a more remunerative offer, and in the spring of the year 1872 accepted the position of master in the schooner Pandora, in which he had previously sailed as mate. This vessel he sailed until the end of the season of 1873, trading from Chicago to Buffalo and down the lakes to Kingston. During the seasons of 1874 and 1875 he sailed as master in the schooner Jennie Matthews, trading all over the lakes, and in 1881 he was appointed master of the propeller Canada at that time one of the most important steam crafts afloat on inland waters, and trading from Quebec to Duluth. Several times the Canada was engaged, while Capt. McGiffin was in command of her, by the Dominion Government to carry the lighthouse supplies to the different points on the great lakes, so that there are few harbors and bays with which the commodore is unacqualnted. He is one of the best and most careful navigators sailing on the inland seas. During all his career he has had no disasters, and never has there been a man or boat lost under his supervision.

When Capt. McGiffin finally left the propeller Canada at the end of the season of 1887, it was only to take the onerous post of master on board the passenger steamer Chicora, belonging to the Niagara Navigation Co., and sailing between Toronto and Lewiston, which position he retained until the end of 1890. In the spring of 1891 he was promoted, on the death of Commodore Macquorquodale, to the master of the steamer Cibola (afterwards burned in the Niagara River at Lewiston), the Chicora's sister ship, and sailed her for two years, or until the Chippewa was built in the year 1893, since which time he has had command of the vessel on the Niagara run, and it is the hope of his patrons that he may have for many years to come.

Commdore McGiffin, in the winter of 1871-2, came to the conclusion that he should enter the ranks of the benedicts, and his courtship of Miss Annie Barman, one of the belles of Oakville was so successfully carried on that their marriage took place in March of the year 1872. Four sturdy boys were born to Capt. and Mrs. McGiffin, all of whom are living and in a fair way to become as prosperous as their father.

Capt. William McClain is one of those whole-souled men whom it is a pleasure to meet, and there are many connected with the great lakes. As a general rule they are all hearty and upright. Capt. McClain is a superannuated customs officer, but he is still hale and active. He was born in the town of Smithboro, in Ireland, in 1823, and in the year 1827 he was brought to Canada by his parents, landing in Little York. His father's name was Samuel McClain, and his first occupation in Canada was farming, upon which he embarked in 1824 in the Township of Essa in the County of Simcoe, Upper Canada, now Ontario. For three years the pioneer sire labored alone, then he was joined by his wife and family. His life was predestined to be short in his adopted land, for he died in the year 1832, and Mrs. McClain followed him after an interval of ten years, dying in the year 1842.

Capt. William McClain has only one brother, Mr. John McClain of Barrie, and both boys received their preliminary education in Simcoe county schools, and in the common schools of Toronto. When Capt. McClain had reached fourteen years of age he began to attend the Caldecott academy for boys, at that time situated on Colborne street, Toronto. Mr. Caldecott was deemed a severe master by several of the boys, one of whom was young William, and that may be said to have been the turning point in the captain's career. Not relishing the harshness of the school, he fled from his troublesome lessons and took to sailing on the lakes, which occupation he followed for nine seasons. Then his health began to fail, and his physician advised him to come off the water. Accordingly, he did so, and began farming, following the avocation of the husbandman for twenty-three years.

Starting his sailing career, Captain McClain went first into the schooner Plow Boy, along with Captain William Goldring, carrying lumber from Toronto to Niagara and other south shore ports, and also trading along the north shore of Lake Ontario. Leaving the Plow Boy Captain McClain went with Captain Ross in the schooner Lord Nelson, a vessel which was burnt at Kingston a few years later. After that the Captain went into the big schooner Columbus of Cleveland; then, in 1843, he bought the schooner Jane, sailed her for some time, and eventually sold her and bought a half interest in the schooner Clarissa. His best trip in that vessel was bringing a cargo of stone from Cleveland for the St. James Angelican Cathedral of Toronto.

Having been advised to give up sailing, Captain McClain disposed of his marine interests and bought a farm of four hundred acres. Whilst there Captain McClain became popular, and soon was a prominent man. In the year 1852 he was elected Receiver of the township of Essa, and held that office for fourteen years.

Time passed along, and Captain McClain at length relinquished farming, leased all his land and moved to Toronto in 1872, having been appointed to a position as Waterfront landing waiter in Her Majesty's customs. This office he filled for twenty-three years, when the Government, then in power at Ottawa, superannuated him, although he was quite capable of performing his duties for many years.

There are few men of the great lakes who live their lives single, and Capt. McClain is not one of them. He married Miss Jane Dermody in the year 1847. Miss Dermody was a daughter of Mr. George Dermody, the first settler in the township of Essa. Captain and Mrs. McClain have no children of their own, but they have adopted one of their nieces, a daughter of Capt. McClain's brother, and Miss McClain still lives with her adopted parents at their handsome brick residence, number 134 Jarvis street, Toronto. Captain McClain purchased the lot upon which the house stands in the year 1881, built the residence in the following year and has been living in it ever since June 26, 1882. Behind the house he has a neat garden and a number of prolific grapevines.

Splendid luck followed Capt. McClain during his years of sailing, for he has not a disaster or an accident to record.

Capt. Solomon Sylvester is a thorough marine man, having been connected with the great lakes all his life. He was born in Scaboro', York, Ontario, on June 16, 1873, his father being at that time the well-known farmer, Samuel Sylvester. His mother before her marriage was Miss Janet Taylor, sister of Captain James Taylor, ex-Deputy Harbor Master of Toronto Port. Captain Sylvester's parents were among the pioneers of Ontario, or Upper Canada, as it was then called, and their farm was situated about nine miles from Toronto at that time called York.

Mr. Samuel Sylvester died when Captain Solomon, who was the third eldest in the family, was only eight years of age, or about the year 1845. Captain Solomon has two brothers and two sisters, there being five children in the family. All of them were educated at the public schools, Captain Solomon Sylvester proving an apt pupil. His one wish from childhood was to go sailing, and when he attained the age of thirteen he went aboard a small coasting schooner on Lake Ontario. On different crafts he worked his way up until, in 1857, he became a master, and took command of the schooner Atlantic. He owned and sailed different vessels until 1869, at which time he came off the water and inaugurated a general wharfing, vessel-owning and storage business in partnership with his brother David and Mr. James H. Hickman. This firm traded under the name of Sylvester Brothers & Hickman until 1879, when Mr. Hickman died. Then the firm's name was changed to Sylvester Brothers, as it yet remains. Some of the vessels which they own are the steamer Shickluna, recently wrecked, the steamer Eurydice, and the schooners J. G. Worts (wrecked) and St. Louis.

When the Trent excitement occurred Capt. Solomon enlisted in the Naval Brigade, under Captain W. F. McMaster, and was stationed at Toronto. He held the office of Master Mate, the highest that could be attained in the service.

Notwithstanding his many secular duties, Captain Sylvester finds time to devote to church and lodge matters. He has held high positions in the Independent Order of Odd Fellows, and in the Sons of Temperance, having been High Recording Scribe in the latter for several years. He is a Presbyterian, and is a manager and an elder in West Presbyterian Church, Toronto. Captain Solomon is an active member of the Canadian Marine Association, in which he holds office, and looks carefully after inland marine interests. He has two sons, who are energetically following in the footsteps of their father, and two daughters, who are prototypes of their amiable mother. Mrs. Sylvester was Janet Paterson, widow of the late Robert Paterson of Kingston, Ontario, and she married Captain Solomon in 1867.

Now about Captain Jackson's advancement. He became captain of the schooner Australia in 1860 and sailed her until 1866, the year of the Fenian raid on Canada. Going out of the Australia in the autumn of 1866 he and Captains Solomon and David Sylvester bought the Tranche Montague in partnership with Mr. Caleb Jiles, Capt. Jackson remaining master and part-owner of her until 1871, when they made a deal and exchanged the Australia for the large bark George Thurston. This vessel, under charge of Captain Jackson, sailed in the timber trade all the season of 1872. That winter they sold her and purchased the propeller L. Shickluna, of which Capt. Jackson was master until the fall of 1889, when he abdicated in favor of his nephew, Captain Henry Osgoode Jackson. Captain Joseph Jackson was still part-owner of the steamer L. Shickluna when she collided and sank in Lake Erie in the spring of 1897.

Captain Joseph Jackson is one of the "oldest heads," as the marine men put it. on the great lakes, and he is one of those whose marine tuition began upon the salt water. That he is a competent navigator goes without saying, for he has had charge of vessels in some tight places and has brought his charges through safely. He was born in Cumberland, England, near Newcastle, in 1833. His parents brought him to New Brunswick in 1839, when he was six years of age. Mr. Anthony Jackson, Joseph's father, was a farmer, and went onto a farm at Miramichi, N. B., where he did well.

Captain Joseph received a good education in the common schools of the Miramichi district, and then he went to work aboard the ships in the harbor there, his duties being to help load the vessels and then assist the pilot to get them out to sea, coming back to port on the pilot vessel. This employment he followed until 1852, when he came to Toronto, Canada, and began sailing on the lakes. At that time he was 19 years old.

First Capt. Jackson went for two months into the

steamer Maple Leaf, running between Toronto and Rochester. Then he went as mate into the schooner Almina. Captain A. Crooks had charge of the Almina, and she traded on Lake Ontario and through the Welland Canal to Lake Erie. Captain Jackson remained in the Almina three years, succeeding which he went as mate into the schooner Royal Oak, under the same master, Captain Frank Crooks. In 1856 Capt. Jackson went into the schooner John Potter as first officer again with Capt. Crooks, and remained in her for nearly two seasons, or until she was sold in 1858. That vessel also traded through the Welland Canal to the higher lakes, being employed mostly carrying staves from the north shore of Lake Erie to Kingston and Garden Island, where they were rafted for Quebec.

Capt. Jackson that same year, after the sale of the John Potter, went to Buffalo and sailed out of there before the mast and as mate of the schooner J. F. Tracey, Capt. Curtis. The following spring he sailed as chief officer in the schooner Merchant Miller of St. Catharines for a time, also in the Shickluna Capt. Jackson and the steamer Eurydice off and on between Toronto and different summer resorts. On one occasion, in 1894, he exhibited his excellent seamanship by going to the rescue of the propeller Ocean, ashore at Frenchman's Bay, about fifteen miles east of Toronto, and lightening her with the steamer Eurydice. Whilst the Eurydice was on her way back, laboring under a heavy deckload, a stiff gale sprang up from the west. Inch by inch the captain fought his way up behind the Island. People standing on the wharves watched the ship anxiously, and old sailors shook their heads "He will have to jettison," they muttered. But he did not. He brought the ship into harbor and landed her safely on the windward side of Geddes' wharf in spite of the terrific wind. Never in all his long career has Capt. Jackson encountered a serious accident to his vessels or to his men.

No children were born to Capt. and Mrs. Jackson, but they raised and have always treated as a son their nephew, Capt. H. O. Jackson, at present one of the best young navigators on the great lakes.

OCTOBER WEATHER.

The Weather Bureau makes the following announcement with its recently issued chart for October.

On an averave five storms pass directly over the lake region in October, the majority of which, however, can be safely weathered by the larger craft Occasionally, an October storm of unusual severity sweeps over the lakes endangering the safety of the strongest vessels. In the last twenty years not more than half a dozen such storms have occurred in the month above named. The storm of October 23-24, 1887, was probably one of the most widespread and severe for the season that has occurred within recent years. This storm came from the southwest. Violent gales, mainly from the southwest and northwest, occurred on the 23d and 24th, accompanied by rain and snow squalls. On Lake Superior the snow was heavy and the gales were from an easterly quarter The velocity of the wind ranged from thirty-five to sixty-five miles per hour.

Other violent October storms occurred in 1880, 1884, 1890, and 1892. The storm of October 28-29, 1892, was notable in several respects. The winds were of such violence that the largest vessels had to seek shelter. The waters of Lake St. Clair and the Detroit River were lowered two and four feet, respectively, below the normal, doubtless due to the high velocity of the wind and the fact that it continued at an unusually high velocity for a number of hours. Several of the larger vessels went ashore in Cleveland harbor, and the schooner Glad Tidings was sunk inside the west breakwater by heavy seas breaking over her.

COMPETITION.

There is reason to believe that Toledo people will witness a lively steamboat rate war next season. This season the three lines operating Detroit and Put-in-Bay steamers agreed on a 75 cent round trip rate for week days and 50 cents for Sundays, but they will hardly agree on next season's business. It is known for almost a certainty that the Metropolis will continue on the Island route and will make a round trip rate of 25 cents. If the D. & C. people meet this, the Metropolis may go even lower. With a 25 cents rate to Put-in-Bay the Detroit excursion rate could hardly remain at 75 cents, and a cut to 50 cents would likely result.

ANOTHER LARGE CARRIER.

Pickands, Mather & Co. have announced that they will manage a steel tow barge to be built by the American Steel Barge company during the coming winter. The vessel, which will be 378 feet long, 46 feet beam, and 26 feet deep, will be ready for service next spring. She will carry as much as the Amazon. Say about 6,000 tons.

THE DEAN RICHMOND.

It is to be hoped that the "find" of the lost steamer Dean Richmond, reported to have been made by the United States steamer Michigan, will be investigated this time, as it probably will. There have been discoveries of her time and again, ever since she went down, but they all turned out to be cases of mistaken identity. It became customary to make remarks about the sagacity of Dunkirk farmers and fishermen in deep sea searching. Now the case is an expert one, and if it turns out that the Government representatives are themselves at fault, there will be others besides fishermen and farmers in the list. Still it does seem hardly likely as an underwriter puts it, that the Dean has drifted all the way from Van Buren Point to Silver Creek, a distance of eight miles or so, in water 100 feet deep, especially when she was heavily loaded.

OFTENTIMES.I

Oft-times I have seen a tall ship glide by against the tide as if drawn by some invisible towline with a hundred strong arms pulling it. Her sails hung unfilled, her streamers were drooping, she had neither side wheel nor stern wheel; still she moved so stately, in serene triumph, as if with her own life. But I knew that on the other side of the ship hidden beneath the great hulk that swam so majestically, there was a little, toiling steam tug with a heart of fire and arms of iron, that was hugging it close and dragging it bravely on; and I knew that if the little steam tug untwined her arms and left the tall ship, it would wallow and roll about, and drift hither and thither, and go off with refluent tide, no man knows whither. And so I have known more than one genius, high-decked, full-freighted, wide-sailed, gay-pennoned, that but for the bare toiling arms and brave, warm, beating heart of the faithful little wife that nestled close to him, so that no wind or wave could part them, would soon have gone down stream and been heard of no more.—Oliver Wendell Holmes.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—MICHIGAN.

Treasury Department,
Office of the Light-House Board,
Washington, D. C., Sept. 30, 1897.

WIGGINS POINT SHOAL GAS BUOY.

Notice is hereby given that, on September 17, 1897, a gas buoy, painted red and showing a flashing white light every ten seconds, was established, in 30 feet of water, on the easterly extremity of the shoal off Wiggins Point, northerly part of Lake Michigan. The buoy replaces the former Wiggins Point Shoal Buoy, a red second-class nun, without change in location.

LA POINTE LIGHT STATION.

Notice is hereby given that, on or about October 11, 1897, the present fourth order fixed red light, now shown from the tower on the keeper's dwelling at this station, near the end of Chequamegon Point, southerly side of the westerly part of Lake Superior, will be discontinued, and a fixed white light of the fourth order will be established in the structure recently erected near the fog signal house, about 3,600 feet (11-16 mile) E by S. from the present light.

The focal plane of the new light will be 70 feet above mean level and 60 3-4 feet above the base of the tower. The light should be seen about 16 miles in clear weather, the observer's eye 15 feet above the level of the lake.

The structure is a white, square, pyramidal, skeleton iron tower, surmounted by a cylindrical watch room and a black lantern.

The approximate geographical position of the tower, as taken from the Chart of Lake Superior (1895) of the United States Survey of the Northern and Northwestern Lakes, is:

Latitude, North, 46 d. 43 min. (36 sec.);
Longitude, West, 90 d., 47 min. (10 sec.)

The fog signal will remain unchanged.

Bearings are true; miles are statute miles.

CHEQUAMEGON POINT LIGHT STATION.

Notice is hereby given that on or about October 11, 1897, a fixed red light of the fourth order will be established in the structure recently erected at the extreme end of Chequamegon Point, easterly side of the entrance to Chequamegon Bay, southerly side of the westerly part of Lake Superior, and about one-half mile WSW. 7-8 W. from the present location of La Pointe Light.

The focal plane of the light will be 42 feet above mean lake level and 35 feet above the base of the tower. The light should be seen about 13 miles in clear weather, the observer's eye 15 feet above the level of the lake.

The structure is a white, square, pyramidal, skeleton, iron tower, surmounted by a square watch room and a black lantern.

The approximate geographical position of the tower, as taken from the Chart of Lake Superior (1895) of the United States Survey of the Northern and Northwestern Lakes, is:

Longitude, West, 90 d. 48 min. (36 sec.)
Latitude, North, 46 d., 43 min., (30 sec.)

During thick or foggy weather a bell will be struck by machinery a single blow every 20 seconds.

Bearings are true; miles are statute miles.

DETROIT RIVER—BALLARD REEF CHANNEL GAS BOUYS, NOS. 3 AND 5.

Notice is hereby given that, on September 21, 1897, these gas-lighted buoys, marking the westerly side of Ballard Reef Channel, Detroit River, were moved N. by W. 1-2 W. (parallel with the axis of the channel) and remoored so that Buoy No. 3 is now 2,920 feet (about 9-16 mile) from Buoy No. 1, and Buoy No. 5 is 2,920 feet (about 9-16 mile) from Buoy No. 3. Buoy No. 1 was not moved.

Bearing is true; miles are statute miles.

By order of the Light-House Board:

W. S. SCHLEY,
Captain U. S. Navy, Chairman.
Light-House Establishment,
Office of the Light-House Inspector, Ninth District,
Chicago, Ill., Oct. 1, 1897.

Notice is hereby given that the 2nd class red Nun Buoy marking Wiggins Point Shoal, Northern end of Lake Michigan, was changed on September 17th to a red gas buoy flashing every 10 seconds, without change in position.

That the red spar buoy marking Whaleback Shoal (E. end) Northern end of Green Bay, was changed September 26th, 1897, to a red gas buoy flashing white every 10 seconds, without change in position.

Also, that on September 30th, 1897, a 2nd class can buoy painted with black and red stripes, was placed on the Shoal which lies S. 1-2 E. about 2 miles from the fog-signal on North Maintou Island, Lake Michigan.

The buoy is on the S. E. end of the shoal, in 17 1-2 feet of water. The entire shoal is about 300 feet in diameter and has generally between 18 and 19 feet of water on it.

Vessels should give the buoy a berth of at least 400 feet on any side.

It can be plotted on charts by the following bearings:

South Fox Light-House, N. 13 d., 30 min., E. 23 1-2 miles.

Grand Traverse Light-House, N. 58 d., 00 min., E. 24 3-4 miles.

South Manitou Light-House, S. 75 d., 00 min., W. 6 3-4 miles.

By order of the Light-House Board:

Respectfully,
E. H. LEUTZE,
Commander U. S. Navy Inspr. 9th L. H. Dist.

LETTERS AT DETROIT.

List of letters returned from Marine postoffice, September 30th, 1897, at Detroit, Mich: Borland, C. W.: Burgess, Riley; Cline, Mrs. Thos.; Cleary, R.; Comstock, J. N.; Doyle, Gertrude Miss; Ellair, Chas.; Furtan, Capt. Chas.; Conea, Fred; Gainsford, Wm. Edson; Gordon, Jno. B.; Herbert, R. E.; Hoffman, Ed.; Hicks, Andrew; Jones, Mrs. Jennie; Jameson, Wm. H.; King, Geo.; Larvia, Oliver; Laveridge, Jno.; Larman, E. A.; Linkeleter, W. B.; McAllister, N.; McDonnell, T.; Marion, Nick; McKenny, W. P.; Montgomery, Wm. D.; Martel, Ed.; Patterson, Sam'l; Peck, Richard; Ripsom, Capt. C. W.; Roer, A. C.; Strong, Wm. C.; Shampine, Louis; Tupton, Fred; Taggart, Mrs. John; Wilkinson, E. J.; Willsey, Clyde; Wharry, Jno.; Ward, Anthony.

MARINE RECORD

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CLEVELAND, O., OCTOBER 7, 1897.

A GREAT SHIPPING PORT.

There is no question but that the head of the lakes is rapidly forging to the front, although the past month shows somewhat of a decline in exports. Wheat shipments from Duluth were only 2,741,000 bushels in September, as compared with 4,378,000 bushels for September a year ago. Coal receipts for the same periods were 34,000 and 101,000 tons respectively.

The ore shipments from the Duluth mining district docks are rapidly nearing the 5,000,000 tons mark, and the present indications are that they will more than reach that figure by the end of the season. The total shipments to October 1 were 4,657,155 tons. The total shipments to that date in 1896 were 3,644,920 tons, so that the increase over the previous year is 1,012,235 tons. During the month of September the Duluth & Iron Range Minnesota. Company shipments were 390,680 tons. The shipments of the season up to October 1, were 2,195,000 tons, an increase over the same period for last year of 589,000 tons.

The shipments of the Duluth, Mesaba & Northern for the month of September were the largest of any of the roads. They amounted to 407,325 tons. The shipments for the season, up to October 1, were 1,962,155 tons. The shipments for the same period last year were 1,794,920 tons, so that there is an increase for the present season of 167,235 tons.

The shipments of the Duluth, Superior & Western have fallen off during the past month and amounted to only 38,000 tons. The road shows the heaviest increase over last year of any in proportion to the number of tons shipped. The shipments for the season, up to October 1, amount to 500,000 tons, an increase over the same period for last year of 266,000 tons.

The total shipments of all the roads from the Duluth district and Allouez Bay during the month of September amounted to 836,005 tons.

A COLLISION CASE.

Eddy Bros. and the Shaw estate, owners of the steamer Selwyn Eddy, filed a cross-libel in the United States District Court on Wednesday against the Minnesota Steamship Company, which controls the steamer Mariposa.

It is asserted in the petition that the collision which took place off Manitou Island, Lake Superior, on July 27, 1897, was due to the mismanagement of the steamer Mariposa. The claim is made that the property of the plaintiffs was damaged to the extent of $6,094.19, and that they lost business amounting to $2,400. They, therefore, ask that the suit against them be dismissed and that they be given judgment against the owners of the steamer Mariposa for $8,494.19.

The claim of Eddy Bros. and the Shaw estate is widely at variance with the libed filed by the Minnesota Steamship Company. The papers filed this week state that the steamer Eddy was bound from Two Harbors to Cleveland with 3,874 tons of ore. At 8:50 o'clock that morning the Eddy was abreast of the island on an E. S. E. course, in a dense fog, which, however, did not extend above the top of her bridge, so that her pilot could see the spars of anything coming his way.

Her owners claim that she was proceeding at moderate speed, sounding the fog signals as required by law; that forty minutes later her watch heard the fog signals of a boat apparently a long distance ahead, and well on the Eddy's starboard bow; that as the vessels approached each other it became evident that they were on opposite courses, and so heading as to pass a safe distance from and on the starboard side of each other; that the master of the Eddy blew a passing signal of two blasts to the other, which proved to be the Mariposa, and at the same time starboarded a trifle; that right after such signal the upper parts of the two steamers were in plain view of each other, and they could be safely navigated without regard to the fog; that the Mariposa did not answer the Eddy's signal, or blow any passing signal whatever, but was seen to be about two points off the Eddy's starboard bow and heading so as to pass a long distance away from and on the Eddy's starboard hand.

The libel goes on to allege that when the boats were thus meeting, and just as they were about to pass each other, the Mariposa was seen to turn broadly as though under a port helm, and immediately her whistle began blowing a long blast, which continued until just immediately before the collision; that as soon as the Mariposa so swung to starboard and toward the course of the Eddy, the Eddy's wheel was put to starboard hard, and her engines reversed, but the Mariposa continued to swing to broadly, as though under a hard-a-port wheel, that her bow ust crossed ahead of the Eddy's stem; that in the resulting contact both boats were badly broken in at the bows; that the Eddy's headway had been nearly stopped, while the Mariposa appeared to be going at great speed.

LAKE FREIGHTS.

The best feature in the lake freight market this week is the advance in coal rates, with brisk chartering. Twenty-five cents is now the figure to the head of the lakes and an advance is certain to take place within a few days. Milwaukee charters are frequent at 30 cents, and 35 cents has been paid from Toledo to that port. This rate holds good on anthracite as well as bituminous.

There is no change to report on ore rates from last week, and the market is very quiet, there being little inquiry for tonnage, and the same can be said of the grain situation from the head of the lakes, the rate from Fort Wiliam to Lake Erie being quoted at 2 1-4 cents and 1 3-4 cents on corn from Chicago to Buffalo. For oats 1 3-8 to 1 1-2 cents was paid this week. The Lake Superior lumber rate is now at $2 per M feet.

DECISIONS REVERSED.

Admiralty Lawyer John C. Shaw, of Detroit, has received word that the United States Circuit Court of Appeals at Cincinnati had reversed Judge Swan's decision holding the steamer New York to blame for the sinking of the Conemaugh below Sandwich Point six years ago. The amounts involved are as follows: Damage to hull and cargo of the Conemaugh $69,978, with interest; damage to hull of New York $3,000. These and the costs were all assessed on the New York.

The collision occurred at 8 o'clock on the evening of October 21, 1891. The New York, of the Union Steamboat Company, was bound up, and the Conemaugh, of the Anchor line, was bound down. The latter had a full load of package freight; the former had part of a load of package freight. The Conemaugh, with the current, was going about twelve miles an hour; the New York, against it, was going about ten. The old steamer Burlington, bound down with a tow of barges, all lumber-laden, was rounding toward Smith's coal dock, where she was bound for fuel. The two steamers attempted to pass each other astern of the last barge in tow. The Conemaugh blew two whistles, indicating that she wanted to pass to the Canadian side of the New York. The latter gave no answer but kept on her way, and the collision followed.

The case was tried before Judge Swan, of the District Court of this city, and was decided in favor of the Conemaugh. The Union line carried the case up, with the foregoing result. The decision not only assesses on the Conemaugh the full damage to herself and cargo, but the $3,000 damage to the New York also, together with the six years' accumulation of interest on the entire amount, and the costs as well. The value of the Conemaugh is now $65,000, or considerable less than the total involved in the suit. Just on what grounds the decision was reversed cannot be learned until the opinion of the court comes to hand.

UNNECESSARY FRICTION.

The Mail and Empire of Toronto in an editorial article says: "In 1817 the United States proposed to Great Britain that the naval force to be maintained on the lakes by each government should be confined to the following vessels: On Lake Ontario, one vessel, not exceeding 100 tons burden and armed with one 18-pound cannon. On the upper lakes two such vessels similarly armed. On Lake Champlain one vessel. It was further proposed that all armed vessels should be dismantled and no further vessels of war should be built on the lake. Now the United States is sending to the upper lake the warship Yantic of 900 tons as a training school. She is not to be armed when she passes through the canals as that would violate the agreement, but a rapid firing battery is to be placed on board of her at Erie, Pa. The attention of the government at Ottawa is directed to these facts. We have no war vessels on the lakes and do not want them. Why should the interntaional agreement be broken by the United States?" We would say, that the Yantic is simply a training ship and not a naval vessel any more.

SMOKE ON LAKE MICHIGAN.

Extremely hot weather for the month of October prevailed in Chicago this week. During Tuesday the thermometer went up to 86 degrees and according to the signal service records this is the highest point that has been registered for the month of October in twenty-seven years. Dense smoke aggravated the condition. On account of the drought of the last two months everything is as dry as tinder and forest and prairie fires are numerous.

Lake Michigan has been made almost unnavigable on account of the smoke and fog. Captains on incoming vessels say they have not slept for forty-eight hours on account of the watchfulness necessary. Boats picking their way through the Straits of Mackinaw were practically hampered. Landmarks were utterly obliterated and lights rendered indistinct at a short distance. The smoke is attributed to forest fires.

Marine underwriters are apprehensive of numerous strandings on account of the smoke, and bulletins from the lower end of the lakes are watched for with great anxiety.

Chicago's southern wards and suburbs are surrounded by prairie fires and dense smoke overhangs a large part of the territory lying south of Seventy-fifth street. Hundreds of acres of prairie have been burned over and thousands of feet of sidewalks and fencing have been consumed. Firemen are completely exhausted fighting prairie fires by day and night. Most of the fires are started by sparks from the locomotives and by mischievous boys.

MORE SHIPBUILDING.

The Bessemer Steamship Company, John D. Rockefeller's line of steamers, has asked for bids on a few more new craft to be built the coming winter, and it is expected that contracts will be closed during the next few weeks. The new boats will be a little larger than the largest of the present fleet, in themselves the largest boats on the lakes. It is the intention of Rockefeller, it is said, to add to the fleet gradually until it has tonnage sufficient to move all the product of the iron mines in which he is interested, and as more new mines are acquired, so also will new tonnage be necessary to move the ore. It is possible that Mr. Rockefeller will yet be the largest owner of vessel property on the lakes and from present indications the day is not far distant when Mr. Bowers, his Cleveland manager, will be more than a factor in handling lake tonnage and to a greater extent than has ever been done before in any one office.

ATLANTIC STEAMING.

A cablegram received from London Wednesday announces that the new North German Lloyd steamer Kaiser Wilhelm Der Grosse was sighted passing Scily Islands. This announcement makes it quite certain that the steamer has broken all previous records and brought the time of passage across the Atlantic to the English Channel, very close to the much-talked-of five days. The Kaiser Wilhelm Der Grosse sailed from New York for Plymouth and Bremen on September 30, clearing the bar at 6:02 p. m. and the lightship twenty minutes later.

This will make the time of passage about five days, fifteen hours, and thirteen minutes. This is better by eighteen hours and eleven minutes than the time of the Hamburg liner Fuerst Bismarck, which has held the Plymouth record of six days, nine hours, and twenty-four minutes since August, 1896, and the rate beats the Southampton record held by the American liner St. Louis of six days, ten hours and fourteen minutes made last month by about thirteen hours.

The average rate of speed made on the passage would be about 21.60 knots per hour, with her arrival at Plymouth at the time reckoned. The time given for the arrival of the big steamer is, of course, approximate, and when she does arrive she may make a still better showing than this.

The Kaiser Wilhelm Der Grosse on her arrival on September 26 on her maiden trip made the passage from Southampton in five days, twenty-two hours and thirty-five minutes at an average speed of 21.39 knots, lowering the westward Southampton record held by the St. Paul by one hour and fifty-six minutes. By smashing the records both eastward and westward she is now queen of the Southampton course, and yet a much better speed is expected of her. It is just possible that German shipbuilders may take the laurels from the Britishers in building and designing steamers of fast speed and proper equipment.

DULUTH WHEAT RECEIPTS.

The wheat receipts at Duluth elevators the past week were 3,393,524 bushels. They fell short of the previous week by 106,476 bushels. In the same week in 1896 the receipts were 1,635,773. The shipments were much larger last week than were expected, 2,435,521 being sent east compared with 3,100,000 bushels the week before. Elevator stock show an increase of about 608,000 bushels. The shipments this week are not expected to be as large as last and will probably not exceed 1,500,000 bushels. The reason for the heavy shipments up to the present was the premium of about 5 cents on each over December wheat which was the rule at the opening of the shipment of this year's crop. This has now narrowed down to about half a cent. The expectations of a decided raise in lake freight charges also had much to do with hurrying grain east, but the disagreement among the carriers, owing to the non-participation of one of the lake lines and a number of independent carriers, makes it probable that rates will not be materially advanced, so the shippers have decided there is no occasion to hurry the transfer of wheat from the west to the east. It is quite certain, however, that freights will advance as the season draws to a close.

THE AMERICAN STEEL BARGE COMPANY.

Capt. Alex McDougall has returned from the East, where he attended the meeting of the American Steel Barge Co., when it was decided to construct two large vessels at their yards this winter, a steamer for the company's own fleet, and a tow barge for the Minnesota Steamship Co. Capt. McDougall was at the shipyards and made the necessary arrangements to proceed with work upon the boats. It is understood that the orders for steel have been placed and that work will start as soon as it can arrive. The steamer is for the company's own fleet and the large tow barge will be for the Minnesota people, who has handled the business of the whaleback line at Cleveland.

Capt. McDougall is bound to keep work moving at his extensive shipyard and drydocks and no time is lost in hurrying along the completion of all contracts.

Dimensions of the steamer are given as the largest boat of the whaleback model that has yet been turned out, and to be 415 feet long, 50 feet beam and 27 feet deep and on a draft of 17 feet will have a carrying capacity of 6,000 tons, with a quadruple expansion engine and a straight stem, otherwise built on the whaleback principle in every respect, as they have been found money earners and dollar grabbers.

The Minnesota Line barge or schooner is to be 378 feet, 46 feet beam and 26 feet depth of hold, so that a four to five-thousand ton consort is assured from the figures as at present given out, though it is probable that the dimensions may be increased before the keel is laid for this craft.

SCHOONER ADDIE A WRECK.

The small two-masted schooner Addie of Manitowoc, went ashore near Frankfort on Monday night. The crew were saved, but the schooner will be a total loss from present indications.

TO REOPEN THE MINES.

A special from Houghton, Mich., states that work has just been resumed on the Arcadian copper mines, which were idle twelve years. Capitalists controlling the Arcadian have options on adjoining mineral properties and propose working the mines on a large scale.

WORK AT GREEN BAY.

All the work that will be done on the Green Bay harbor by the government till Congress makes another appropriation has been completed, and the Racine Dredge Co. having finished its $25,000 job has taken the dredges and tugs home. The cut has been widened and deepened, so that there is seventeen feet of water when the water is at zero. At times of low water there is now sixteen feet. In the first survey $78,000 was asked for as an appropriation for Green Bay harbor. Of this amount there remains $21,000 yet to be expended. Marine men say that three gas buoys would make that port one of the best harbors on the lakes. They suggest that one be placed at the entrance of the cut, one at the red can buoy and one at the elbow. And as gas buoys are now in order it is likely that the request may be granted by Congress and the Light-House Board.

STATISTICS OF COMMERCE.

Secretary Gage has appointed Prof. George C. Tunnel, of Chicago University, to collect statistics of lake commerce during the last few years and report to him not later than December. The object of Mr. Tunnel's work is to form a basis for a communication to be sent to Congress by the Secretary emphasizing the need of the proposed new branch of the bureau of statistics. During the recent controversy regarding section 22 of the Dingley law the need of lake commerce statistics was apparent. Chief Ford, of the Bureau of Statistics, was informed by Canadian Government officials that not less than $8,500,000 worth of foreign goods were shipped into the United States over Canadian railways, a large part of these goods being transferred by way of the lakes.

A NEW HARBOR.

The new harbor of refuge on the west shore of Lake Winnebago will be completed next Monday. It was built by the government during the past summer, and is the first and only harbor on the Calumet county shore, the banks of which are high and unbroken almost the entire length. The appropriation was $3,500, and the necessary land was donated at Stockbridge by the town of Stockbridge. The channel is 100 feet wide and seven feet deep, and extends from 235 feet in the lake to 100 feet into a ravine on the shore, where the basin begins. The latter is an irregular hexagon covering about two and a half acres, and also seven feet deep. The harbor will furnish an outlet to a rich agricultural region.

LAKE SHIPBUILDING.

The Commissioner of Navigation announces that his forthcoming report will show that the tonnage built on the great lakes during the past year, for the first time in the history of the country, exceeds that built in all the rest of the United States. One hundred and twenty vessels, of 116,937 tons, were built on the lakes during the past year, as against 771, of 115,296 tons, built in the remainder of the United States. It will be seen that although the vessels constructed on the lakes were only one-seventh the number built in the whole country, yet their tonnage was more than one-half the total. Mr. Chamberlain adds that but for the increase in lake tonnage there would have been an annual decrease in tonnage in the United States during the last dozen years.

ARGUMENT FOR PASSING SIGNALS

This argument for passing signals in thick weather, made by a well-known admiralty lawyer, has never been advanced by any of the supporters of the idea thus far: "Suppose the steamer is running before a gale and enters a snowstorm so thick that the eyesight is blinded. The master cannot see the boat's length ahead. Suppose he hears the signals of a steamer ahead on the port or starboard bow. What is he to do if he cannot blow passing signals to the other? He dare not stop his boat, for to do so would bring her into the trough of the sea with all the danger that always attends that position. He may try to check, but he must have speed enough to keep her under steerage way; and this speed and the additional impetus given her by the force of the gale are enough to cause her to sink any boat she may hit. Then is the time for passing signals. It is simply ridiculous to so order it that the master of each boat is in absolute ignorance of the movements of the other. With the knowledge beforehand that each is going to turn in a certain direction, the chances of their avoiding each other are increased a hundredfold.

"Especially are these passing signals necessary off Thunder Bay light. That point is the scene of the most disastrous collisions. The most of the big ones this year occurred in that locality. The reason is that every boat bound up and down, whether to the straits or to the Soo River, lays its course right up to that point, and then changes it to the next point it wishes to reach. A steamer bound up or down could not with safety run any great distance off its course in thick weather to avoid the steamer that is signaling ahead. To run in shore would bring it into dangerous proximity to the shore. To run out into Lake Huron would carry it several miles off its course, and cause it long delay and loss of time finding its objective point, whether it be the Straits or the Soo River. Let the international marine conference rule that passing signals are out of place on the ocean, let Supervising Inspector General Dumont rule them out on the western rivers—I hold that the lakes present conditions entirely different from anything offered by those bodies, and that laws made for them cannot be followed with safety on the lakes."

GOOD BUSINESS.

We hear from Toledo that Manager A. H. Hawgood, of the Pere Marquette Ferry Line, and also of the line of steamers owned by the company of which he is a member, was in that city this week. The ferry line boats run between Manitowoc and Ludington, and the line of passenger steamers between Milwaukee and Ludington. Mr. Hawgood says freights are picking up and that he expects a heavy business this fall. The ferry line named has a boat on the route between Toledo and Buffalo, the F. & P. M. No. 5, for the Clover Leaf road. Capt. Hawgood is well known among Cleveland vesselmen. His charge of the F. & P. Line was a well considered move on the part of the company, as he is thoroughly competent to advise on all subects relating to transportation of water and is a practical man.

ANOTHER MINE TO BE STARTED.

The Cleveland Cliffs Co. will resume operations at Cliffs shaft, Ishpeming, which have been idle since 1893. About 400 men will be put on at the start. The overhauling of the machinery will be done next Monday, and the pumps will be in operation within ten days or two weeks. Active mining operations will be started before the first of the year. It is considered that too much iron ore cannot be produced next season, therefore, all available help and mines will be engaged to get out what is now considered imperative.

A GREAT CARGO.

The big steel schooner Amazon broke all carrying records for Lake Superior on Tuesday by loading 6,306 tons of iron ore on a net draft of seventeen feet one inch on even keel. The six thousand-ton limit is now becoming an ordinary cargo on the lakes and vessels are building to carry even more.

A GEORGIAN BAY CANAL.

A London company or syndicate has submitted a proposal to complete the canal from Ottawa to Georgian Bay on conditions which are believed to be satisfactory to the Canadian Government and the project is now likely to be carried through successfully.

H. C. BURRELL,

Marine Reporter.

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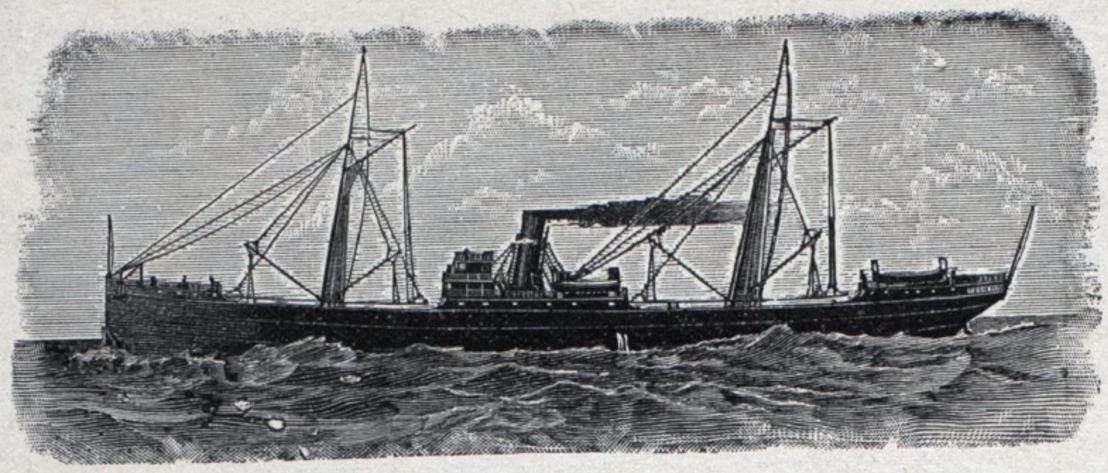

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One Yacht Engine 5″x6″ complete with shaft and propeller wheel, stern bearings, etc., to go with above yacht boiler.

One Deck Hoist, double 6″x6″ complete. In good condition, only used about 6 months.

One Boiler with Engine fastened to side, used on pile driver. Locomotive boiler 2′–8″ diameter, shell 7 ft. long. Engine 7″x12″ with fly wheel, drums and gears complete. In good condition.

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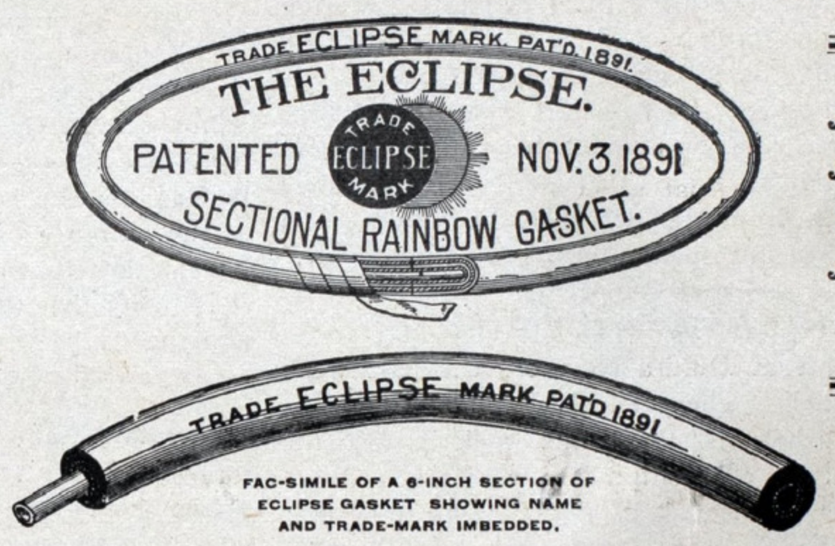

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SUPERVISING INSPECTOR'S AUTHORITY.

We have been asked what authority the Supervising Inspector of Steamboats has over the board of local inspectors? In reply we may say that the duty of supervising inspectors is to supervise and we may quote section 4452 of the revised statutes which states as follows:

"Whenever any board of local inspectors refuses to grant a license to any person applying for the same, or suspends or revokes the license of any master, mate, engineer, or pilot, any person deeming himself wronged by such refusal, suspension, or revocation, may, within thirty days thereof, on application to the supervising inspector of the district have his case examined anew by such supervising inspector; and the local board shall furnish to the supervising inspector, in writing, the reasons for its doings in the premises and such supervivsing inspector shall examine the case anew, and he shall have the same powers to summon witnesses and compel their attendance, and to administer oaths that are conferred on local inspectors; and such witnesses and the marshal shall be paid in the same manner as provided for by the preceding section: and such supervising inspector may revoke, change or modify the decision of such local board; and like proceedings may be had by any master or owner of any steam vessel in relation to the inspection of such vessel, or her boilers or machinery, by any such local board; and in case of repairs, and in any investigation or inspection, where there shall be a disagreement between the local inspectors, the supervising inspector, when so requested, shall investigate and decide the case."

THE ORE MOVEMENT.

Custom House statistics showing the receipts of iron ore at Cleveland and Ashtabula indicates that the ore movement in September was the greatest in the history of the lakes, exceeding the shipments of all previous months, including August.

The receipts at Cleveland in September were 419,005 tons as compared with 238,323 tons for September of last year. The imports at Cleveland are almost as great as that at Ashtabula, which port received 558,027 tons against 226,342 tons for the corresponding period of 1896.

Taking into consideration the fact that the ports at the head of Lake Superior forwarded during the season up to October 1, 1,000,000 tons of ore more than for the same months last year it is plain that September was a record-breaker. In these figures was found evidence to confirm the statement that the ore movement in 1897 would be greater than ever before. Despite the immense shipments ore freight rates have not advanced much beyond the rates that prevailed during what was called the dull period of the season. The effect of the increased depth of the lake channels and the resultant increased capacity of vessels from 20 to about 35 per cent is brought out prominently.

The computations of the Cleveland Chamber of Commerce show that ore shipments for August were only 259,955 tons against 112,065 for September of last year.

The Duluth and Superior terminal elevators operating under the Minnesota inspection laws have posted their notice of elevating and storage charges for the coming year, pursuant to the orders of the State commission. The inspection law compels the annual posting of the notice, but this year the action is complied with in a manner that relieves it of the monotony of routine. The charges for receiving wheat are to be more explicit, for "elevating," including fifteen days storage, has been restored from 1-2 cents to 3-4 cent a bushel.

Duluth shipped 2,435,000 bushels of wheat last week.

The manager of a firm of engine builders in Chicago says that he thinks that fully 60 per cent of the large firms who produce engines now have some member of the firm who is either a mechanical engineer or has made a special study of engines. Experience has demonstrated that the interests of large companies are best subserved by having some member who is thus qualified, instead of leaving the matter of selection entirely to employes.

NOTES.

A plan has just been brought forward in Sweden for the construction of floating factories for putting up all kinds of tinned fish, etc.

We are in receipt of the new catalogue just issued by the Detroit Lubricator Company, showing the different lubricating devices manufactured by them for various kinds of engines, besides displaying a very complete line of sight feed lubricators, brass and glass oilers, oiling devices globe valves, etc., with tables and data of general interest to all users of steam power. A copy will be sent to anyone applying for it.

The electric capstans used for switching cars on the Northern Railroad of France are described in the "Revue Generale des Chemins de Fer." A capstan is placed in an angle between the tracks, where a rope can be easily led either to the turntables or the cars on the adjacent tracks. The motor is horizontal, the armature shaft being geared directly to the spindle of the capstan. The capstan machinery is very carefully protected from water, and no trouble has been experienced in this direction. The rheostats and other controlling devices are placed in the cavity containing the motor.

John Mohr & Sons, 32 to 42 Illinois street, are very busy on boiler work, the flanging and riveting departments being especially crowded both in their Chicago and South Chicago plants. They have recently done a great deal of hurried work for Alaska steamboats plying on the Yukon River. Orders have been received for these boilers to be made and shipped within twenty days, and in each case the job was completed within the time specified. They were forwarded by rail to Seattle and thence taken by steamer to St. Michael's where they were transferred to the hulls of the river boats. Another set of boilers for the same destination is now in hand, but will be made more leisurely.

The fascinating problem of ocean telephony, that is, telephony frrom continent to continent through cables,

remains yet without a solution. It presents one of the most difficult and at the same time most delightful fields for study open to the telephone engineer. It does not differ in one respect, however, from many other alluring fields of invention, in that it is probable that certain financial conditions will limit the successful application of such an invention even should it be forthcoming, remarks the "Electrical World." Probably the most needed invention in the whole art of telephony at this time is the telephone repeater, and many have predicted that when this has been satisfactorily made the problem of ocean telephony will be solved.

A catalogue and price list of the Boston and Lockport Block Company, for 1897, has just been received. Since issuing their former price list this company has passed its fiftieth aniversary. The largest and principal growth of its business has taken place within the last twenty-five years, and it is now the largest manufacturer of goods in its line in the world; a result which has been achieved by adding to its lists such goods and improvements as the trade and times demanded. In the announcement to the trade the company says: "We call your attention to the fact that since the recent business depression and the extremely low prices of blocks there has been shown a tendency on the part of some makers to economize both on the weight, size and strength of blocks. We have decided that the best that can be made are none too good and you will always find our product of superior quality and workmanship. You know you are depending very largely on the experience and honor of your block-maker to insure best results in the use of blocks. In ordering always specify 'Star Brand,' our registered trade mark, and accept no substitutes." In this catalogue, which contains over 300 pages, and is fully illustrated and substatially bound in cloth covers, special attention is called to Ford's patent self-lubricating bushings, which are described as one of the company's latest and best inventions, Batt's differential hoists which are claimed to be the only self-lubricating hoists on the market, the company's hollow steel blocks, genuine Star metaline, adjustable five roller bushings, Loud's diaphram pumps, and a very extensive line of trucks of all kinds.

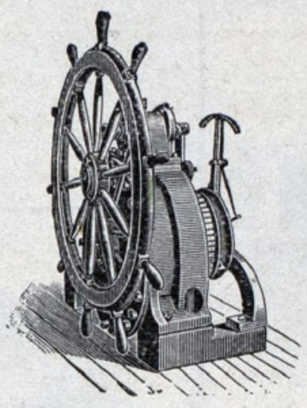
VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

Cities Where Stored.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
Albany	.....	100,000	75,000	.....	.....
Baltimore	915,000	950,000	264,000	69,000	.....
Boston	220,000	942,000	99,000	.....	.....
Buffalo	849,000	1,301,000	725,000	90,000	566,000
" afloat	.....	.....	.....	.....	.....
Chicago	3,524,000	18,737,000	3,016,000	773,000	264,000
" afloat	.....	.....	.....	.....	.....
Cincinnati	8,000	4,000	37,000	5,000	12,000
Detroit	283,000	14,000	17,000	58,000	13,000
" afloat	.....	.....	.....	.....	.....
Duluth and Superior	2,648,000	360,000	150,000	617,000	614,000
" afloat	.....	.....	.....	.....	.....
Indianapolis	137,000	87,000	33,000	1,000	.....
Kansas City	1,572,000	243,000	77,000	32,000	.....
Milwaukee	51,000	421,000	58,000	80,000	128,000
" afloat	.....	.....	.....	.....	.....
Minneapolis	2,049,000	273,000	1,368,000	61,000	20,000
Montreal	301,000	41,000	151,000	44,000	23,000
New York	1,948,000	7,961,000	2,270,000	281,000	103,000
" afloat	33,000	34,000	.....	.....	.....
Oswego	.....	140,000	.....	.....	8,000
Peoria	1,000	32,000	37,000	.....	.....
Philadelphia	925,000	1,232,000	124,000	.....	.....
St. Louis	1,582,000	885,000	522,000	259,000	1,000
" afloat	130,000	.....	.....	.....	.....
Toledo	364,000	509,000	439,000	73,000	.....
" afloat	.....	.....	.....	.....	.....
Toronto	37,000	.....	3,000	.....	6,000
On Canal	133,000	593,000	108,000	178,000	248,000
On Lakes	3,317,000	2,184,000	1,146,000	268,000	272,000
On Mississippi	79,000	5,000	.....	.....	.....
Grand Total	21,104,000	37,048,000	10,716,000	2,889,000	2,278,000
Corresponding Date, 1896	50,116,000	13,877,000	9,084,000	2,007,000	2,205,000

"The man who undertakes the construction of a new machine without properly prepared plans," said C. L. Redfield the other day, "is like the sailor who starts upon a voyage without chart or compass. He may reach his ultimate destination, but it will be at the expense of tortuous wanderings and expensive delays. As a reference to a chart may show the navigator that the destined port is not where he expected, or possibly does not exist at all, so well considered plans often show hidden defects in the proposed schemes, or that it is in fact neither practicable nor possible. Each new machine especially when it involves new inventions, is in reality a voyage on unknown seas, and it is the part of wisdom to fix upon as many points as possible in the course of progress. In no way or place is this so easily or well done as over a drawing board. There the plans may be matured and errors corrected. Putting ideas into iron is an expensive operation, and it is so much easier and cheaper to rub out a line and make a new one than it is to remake an elaborate casting, that it is passing strange that anyone should follow a different method. Time was when we received our principal improvements from those who were not directly connected with the mechanic arts, but that time has largely passed away, because the mechanic has learned to see that powerful aid—a drawing. A good drawing not only shows the inventor precisely what he wants to make, but tells the workman how to make it, gives a good basis on which the actual cost may be estimated, and reduces the uncertainties to the lowest possible limit."—Modern Machinery.

Queen City Hydraulic Steerer.



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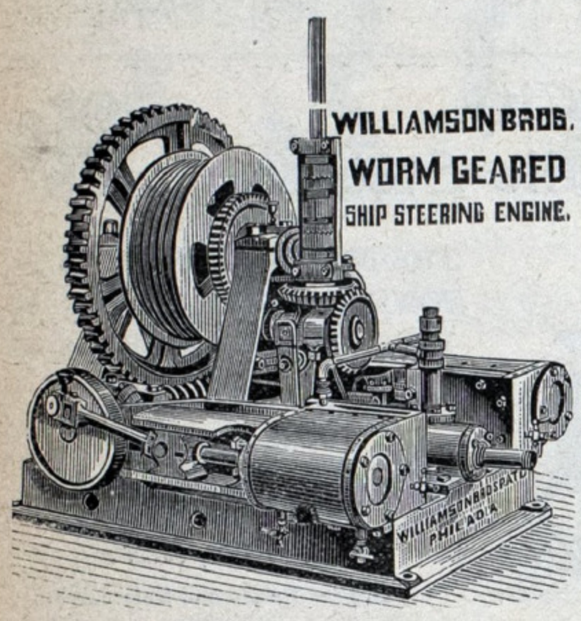

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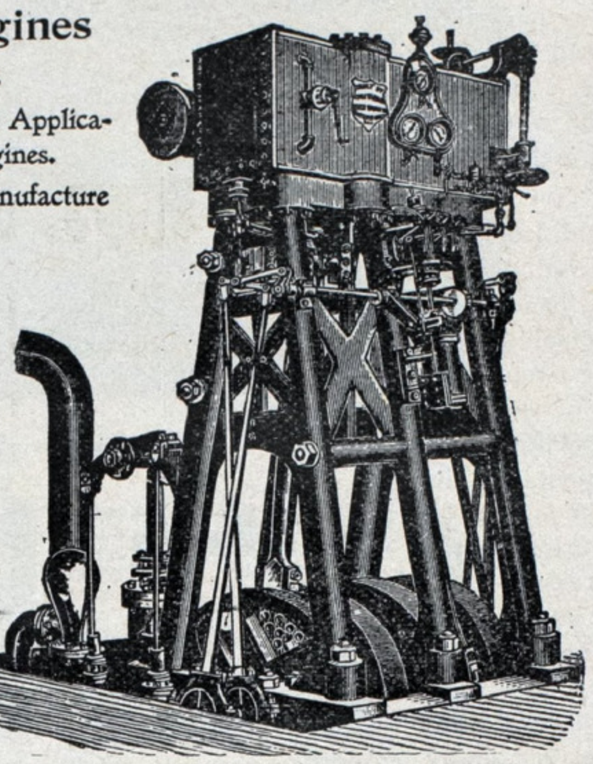

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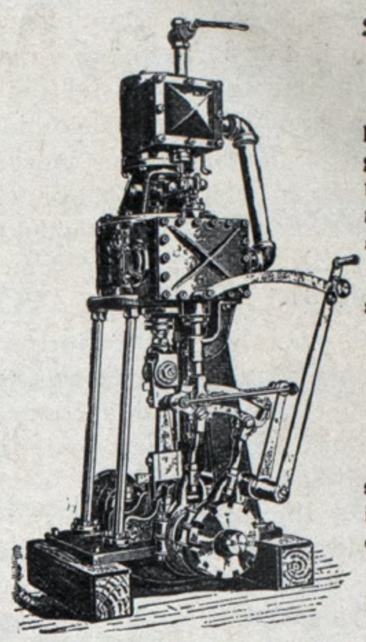

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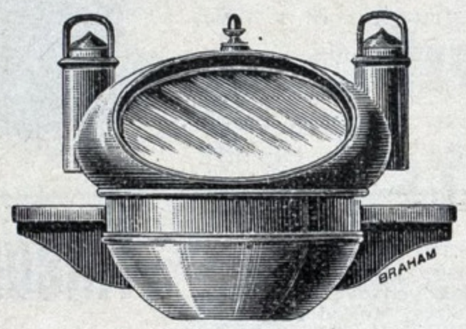

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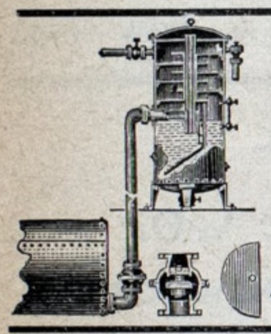

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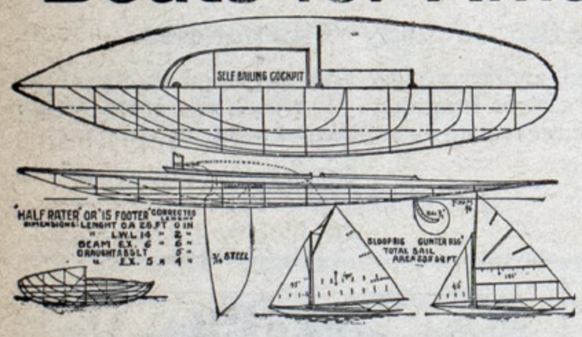

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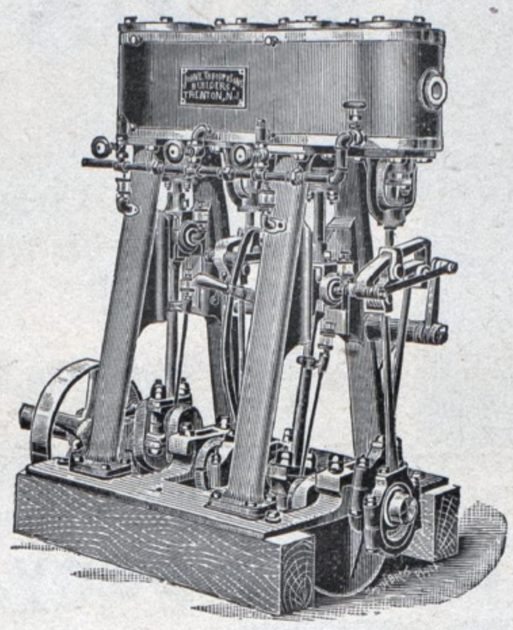

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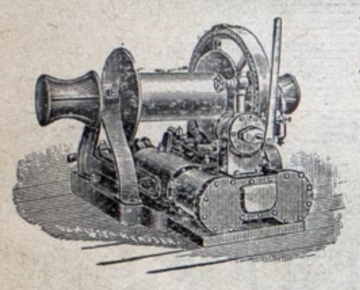

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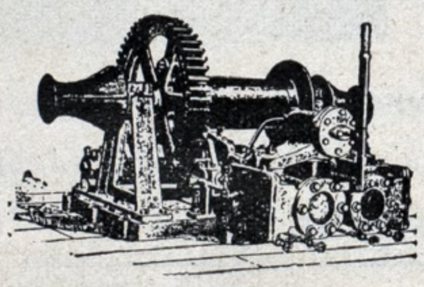

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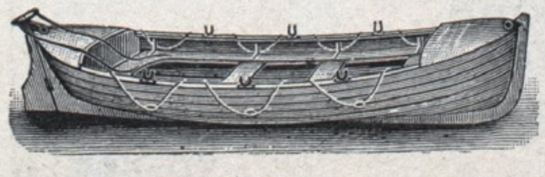

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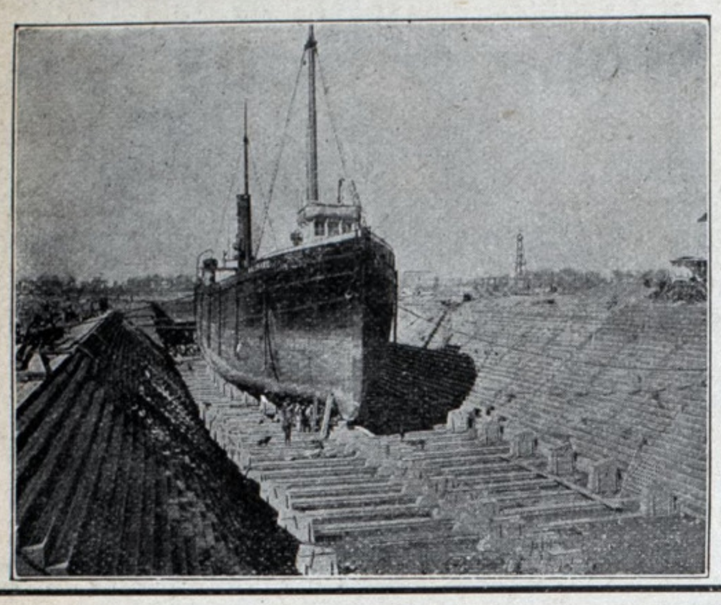

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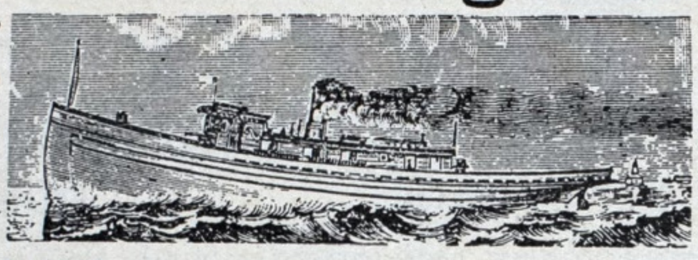

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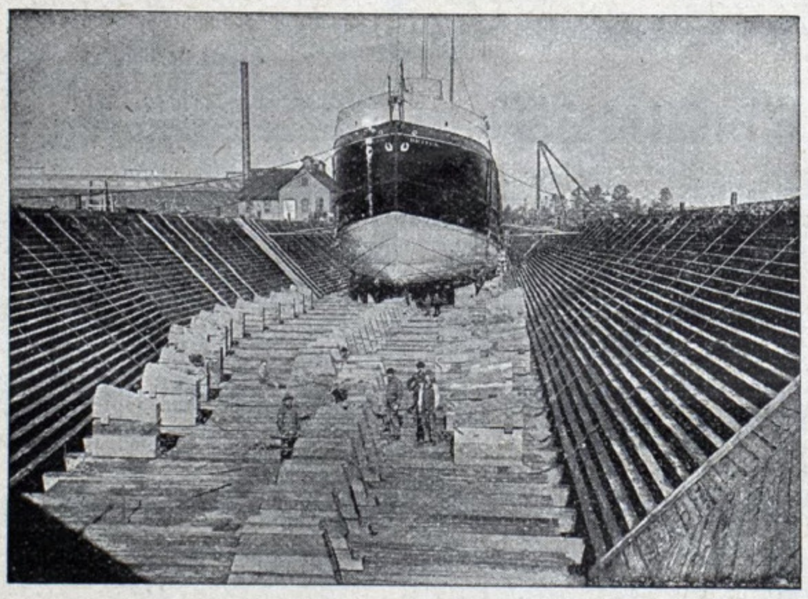

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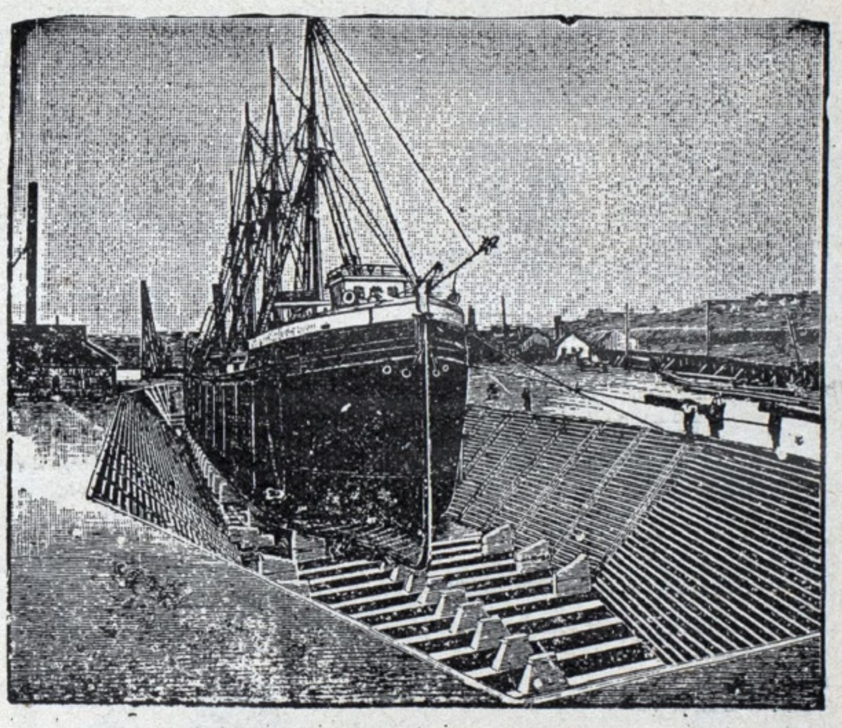

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